

# BookletChart™

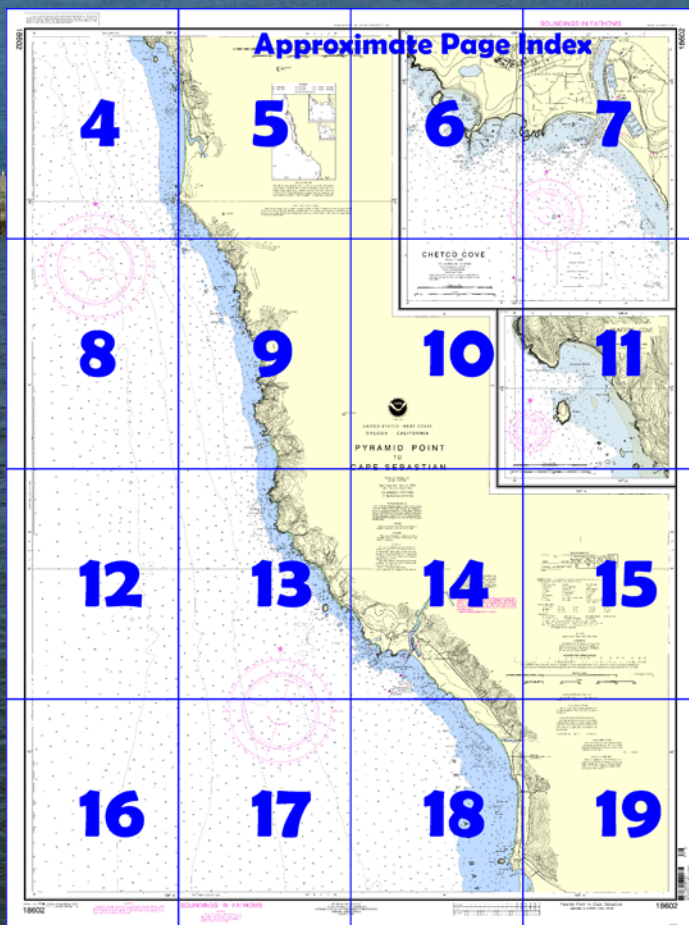
## Pyramid Point to Cape Sebastian NOAA Chart 18602



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18602>.



#### (Selected Excerpts from Coast Pilot)

From Smith River for 3.2 miles to the California-Oregon boundary, the coast is low rocky cliffs, bordered by rocks and ledges, covered and awash, and backed by a low narrow tableland.

**Pyramid Point**, a rocky knoll 222 feet high, marks the N point of Smith River.

**Prince Island**, small and 171 feet high, lies 0.1 mile offshore abreast Pyramid Point. **Hunter Rock**, 177 feet high, double-headed and somewhat smaller, is 0.3 mile N of Prince Island. Several

other smaller rocks are in the vicinity.

**Cone Rock**, 1.3 miles N of Prince Island and 0.6 mile offshore, is the most prominent of the visible dangers in this vicinity. It is 68 feet high. **Chetco Cove**, 15.5 miles N of Point St. George, affords some protection from NW winds, but is exposed in S weather. **Chetco Point** marks the NW side of the cove. There are numerous visible and covered rocks fringing the shore of the cove and its approaches. **Chetco River** empties into the N side of the cove. The river is entered through a dredged channel which leads between two stone jetties to the **Port of Brookings** turning basin, about 0.3 mile above the jetties. The turning basin and a small-craft basin just N of it are protected to the W by a 1,800-foot-long dike. Another small-craft basin is about 250 yards SE of the turning basin. A barge slip, just E of the turning basin, is at the N side of the mouth of the entrance channel to the lower small-craft basin. The river entrance channel is marked by a **030°** lighted range. A light is on the outer end of the W jetty and a mariner radio activated sound signal is on the inner end of the E jetty, initiated by keying the microphone five times on VHF-FM channel 83A.

A **Federal project** provides for a 14-foot entrance channel and turning basin from deep water in Chetco Cove to the turning basin just inside the breakwater protecting the Port of Brookings; access channels with project depths of 12 feet, lead N and S from the turning basin. (See Notice to Mariners and latest editions of charts for controlling depths.) An overhead power cable crossing the river about 0.6 mile above the jetties has a clearance of about 46 feet. The highway bridge has a clearance of 59 feet.

**Goat Island**, locally known as Bird Island, is 1.9 miles NW of Chetco Point and 500 yards offshore. It has deep water off its W and SW faces, but rocks and foul ground extend 350 yards S from the SE point. The island is readily identified; its profile closely resembles that of Prince Island off Pyramid Point.

**Cape Ferrelo**, 4.4 miles NW of Chetco Point, is the prominent headland N of St. George Reef and, though not projecting seaward to any extent, is conspicuous because of its bold, rugged face. Several rocks and islets lie up to 0.5 mile directly off the cape.

**Whalehead Island**, the outer of two rocky islets 2.3 miles N of Cape Ferrelo, is 107 feet high. The inner of the two islets is 128 feet high. A rock awash lies 800 yards S of the highest point of the island. A rugged cliff from 200 to 300 feet high is 3.3 miles N of Cape Ferrelo. The face is about 1 mile long, and behind it rises a treeless triple-headed hill to heights of 700 to 800 feet.

**Thomas Creek**, 3.7 miles N of Cape Ferrelo, is crossed by the highest bridge in Oregon; the bridge stands 345 feet above the creek.

**Leaning Rock**, 49 feet high, is 0.5 mile offshore and 3.5 miles N of Whalehead Island. It has a perpendicular face on its NW side and slopes gradually SE. Several other rocks are near it.

Between Whalehead Island and Crook Point are two prominent grassy areas in the forest near the crest of the hills about 2 miles apart and situated at an elevation of nearly 2,000 feet; the S one is known as **Rocky Prairie**.

**Yellow Rock**, 84 feet high, is 4.5 miles N of Whalehead Island and 0.5 mile offshore. The rock is yellowish in color and can be recognized from 4 miles offshore.

**Bosley Butte**, 8.5 miles NE of Cape Ferrelo, shows above the coast ridges from the W and NW as flat-topped with two summits separated by a slight depression. The NE summit is rounded and somewhat larger, but is slightly lower than the E summit.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001

# Table of Selected Chart Notes

Scale 1:10,000

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

Scale 1:10,000

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

**HEIGHTS**

Heights in feet above Mean High Water.

**NOTE S**

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**Mercator Projection**  
Scale 1:40,000

**North American Datum of 1983**  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

**RADAR REFLECTORS**

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**CAUTION**

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.609" southward and 4.347" westward to agree with this chart.

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Brookings, OR KIH-37 162.550 MHz

**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) o (Approximate location)

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.  
Refer to charted regulation section numbers.

**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

**SOURCE DIAGRAM**

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**NOTE X**

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy grey	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

**TIDAL INFORMATION**

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Brookings	(42°03'N/124°17'W)	feet 6.9	feet 6.3	feet 1.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Jan 2012)

**CHETCO RIVER CHANNEL DEPTHS**

**TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012**

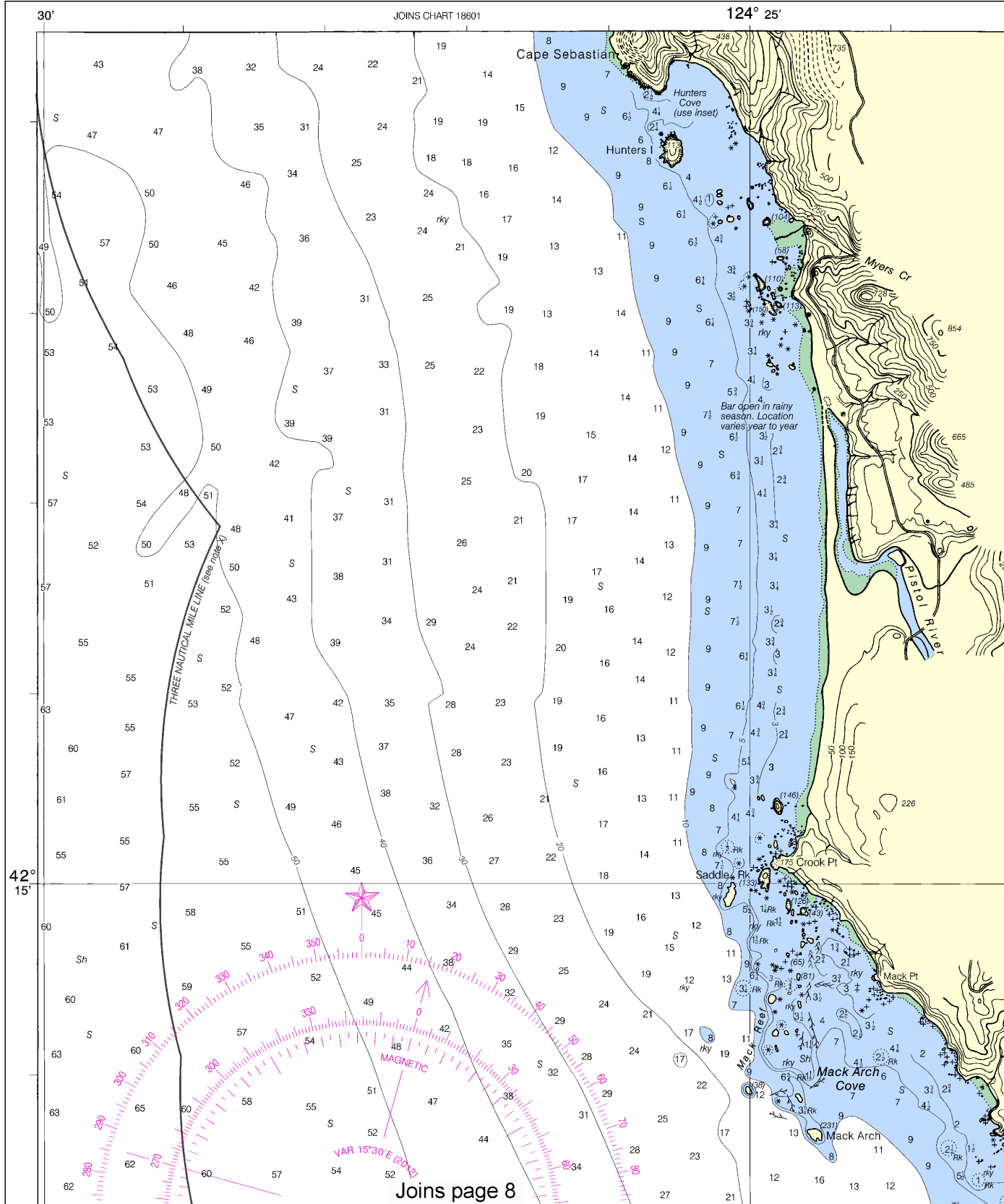
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES) DEPTH (FEET)
CHETCO RIVER ENTRANCE & BARGE TURNING BASIN	6.0	9.0	7.0	6-12	120	0.6 14

**NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION**



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

18602

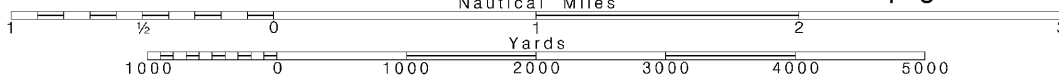


Joins page 8

Printed at reduced scale.

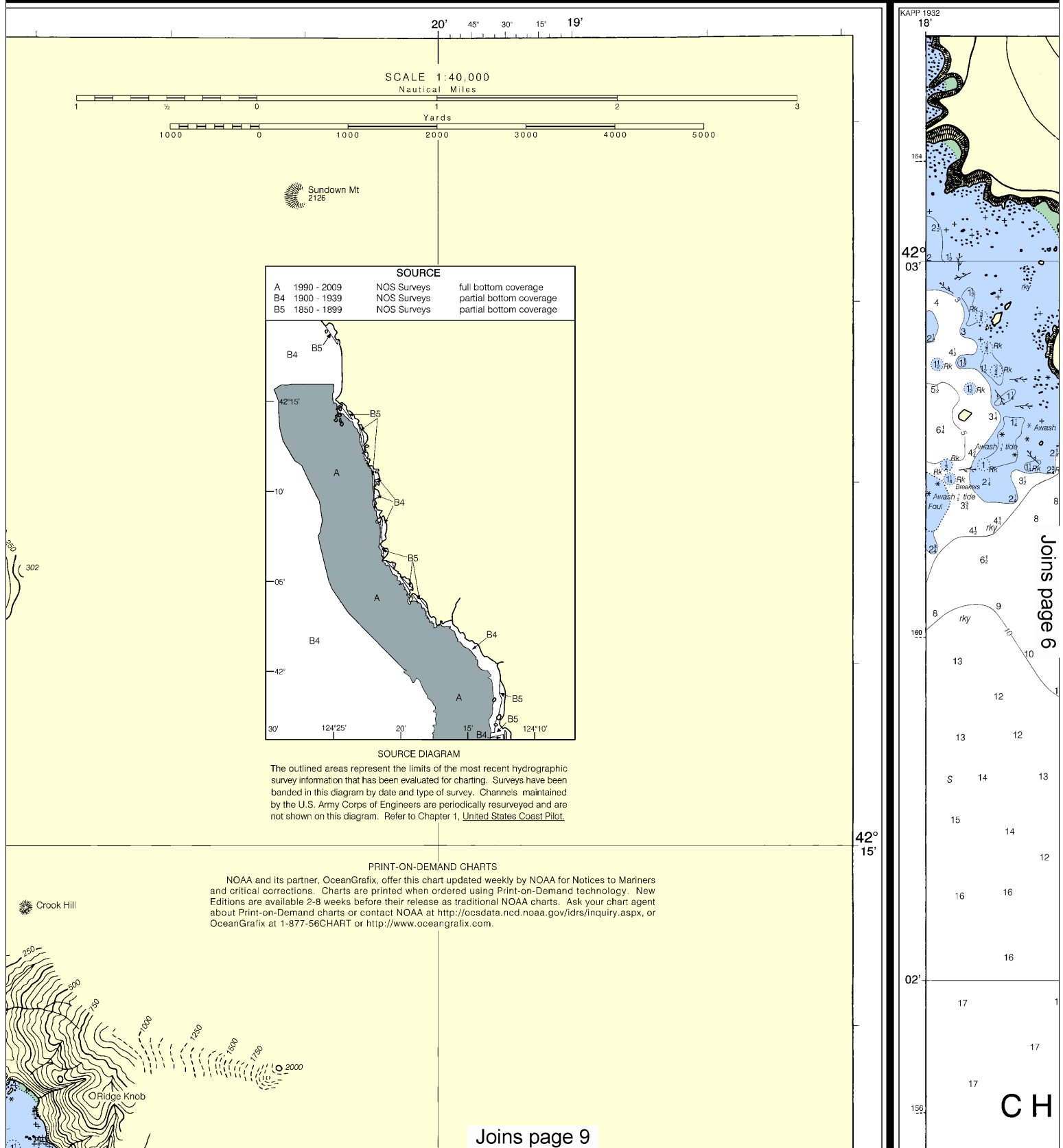
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Nautical Miles

See Note on page 5.

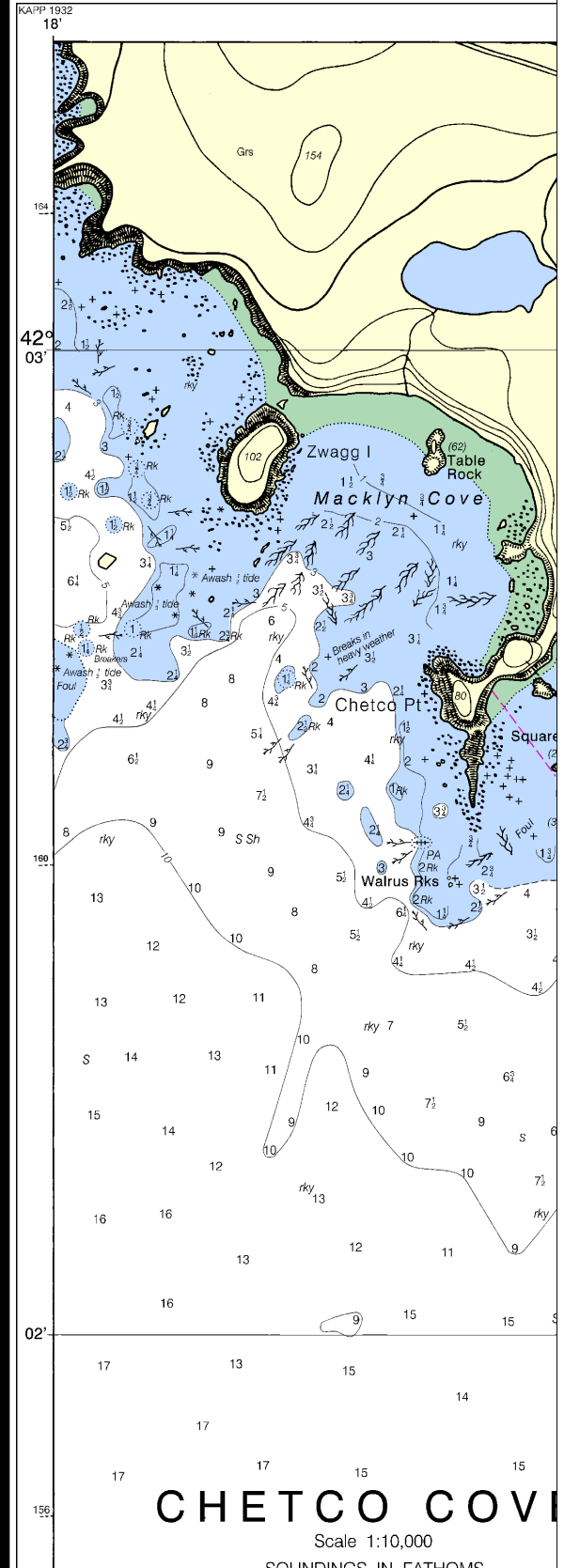
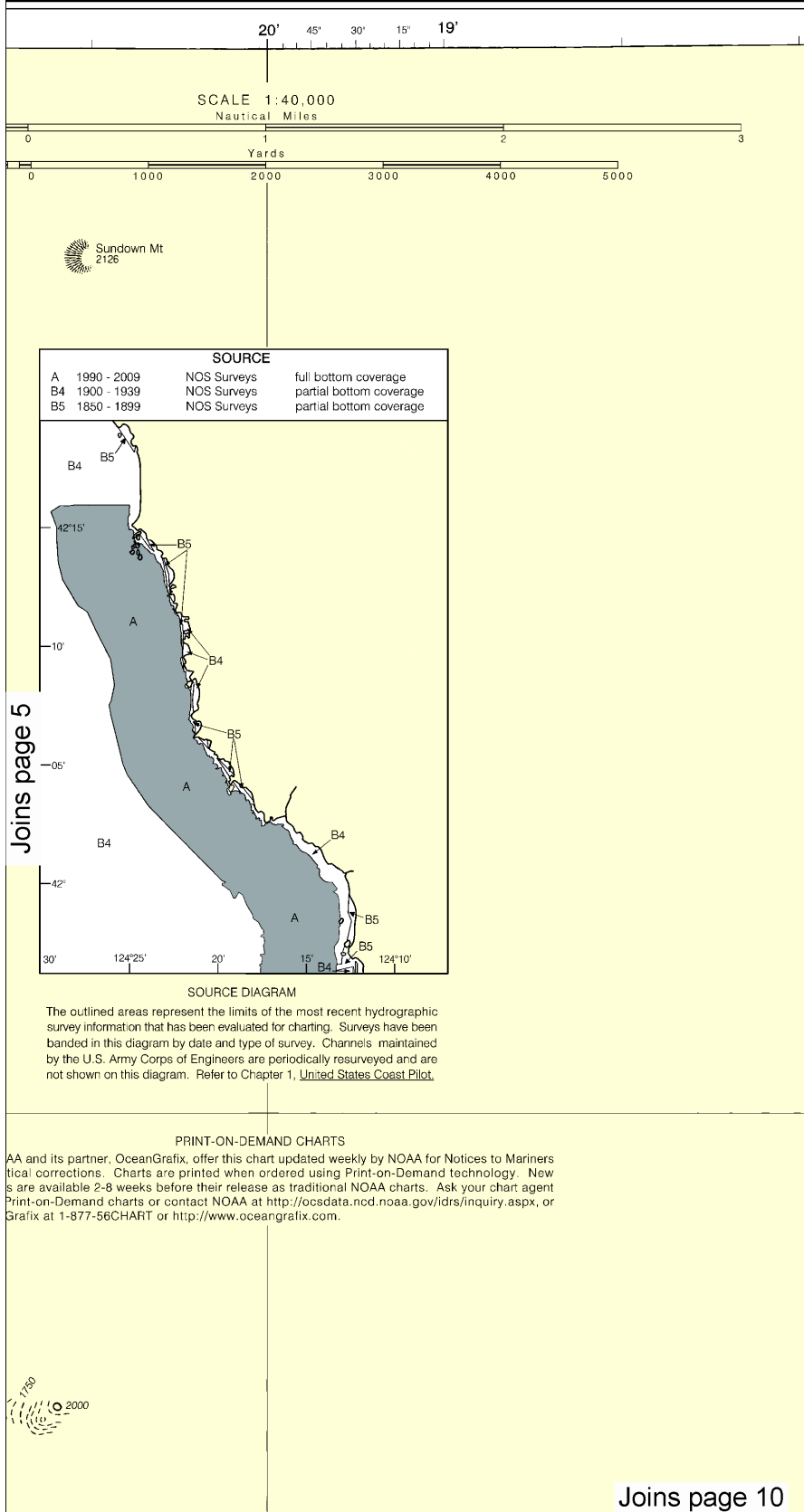


Note: Chart grid lines are aligned with true north.

4

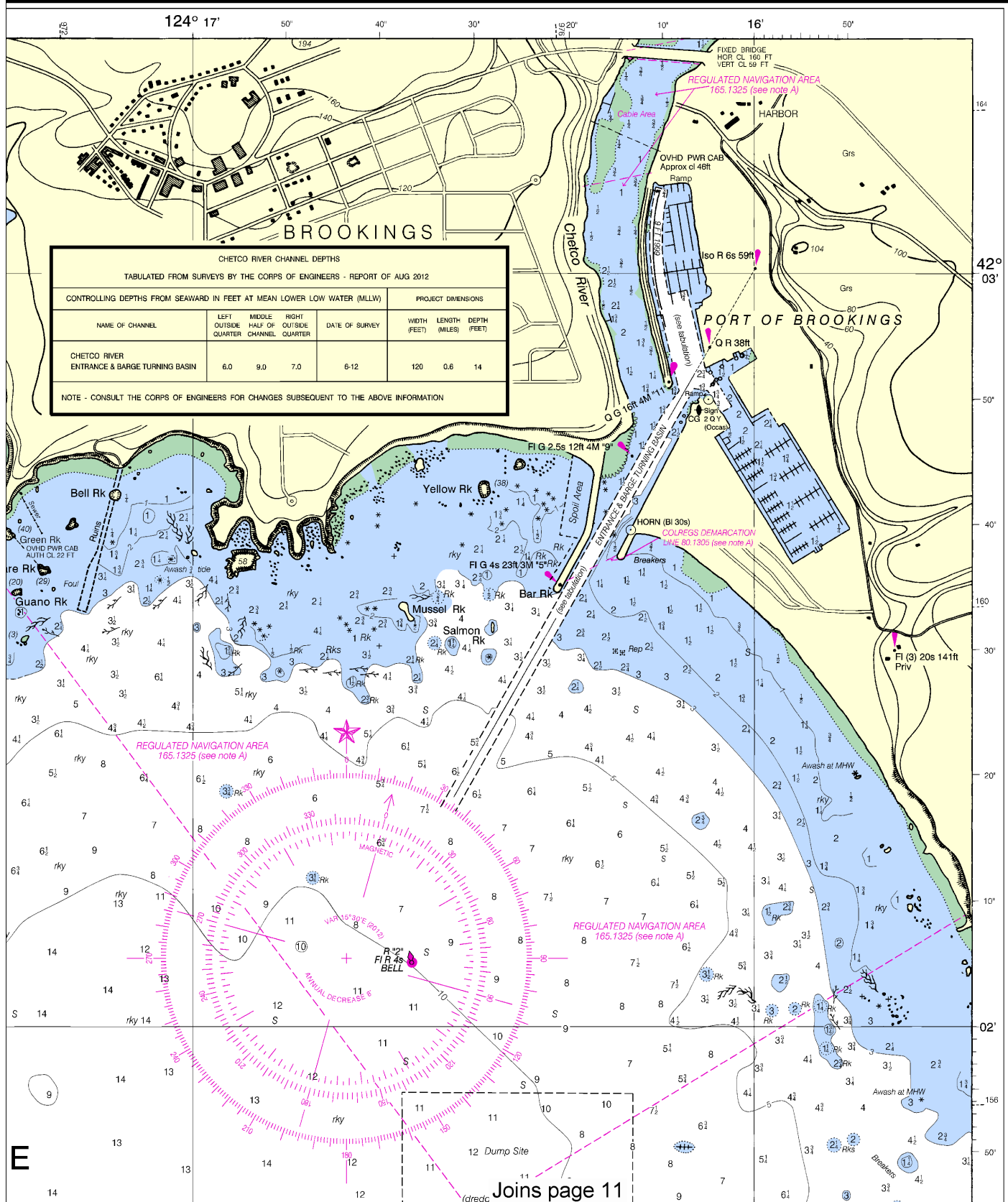


This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



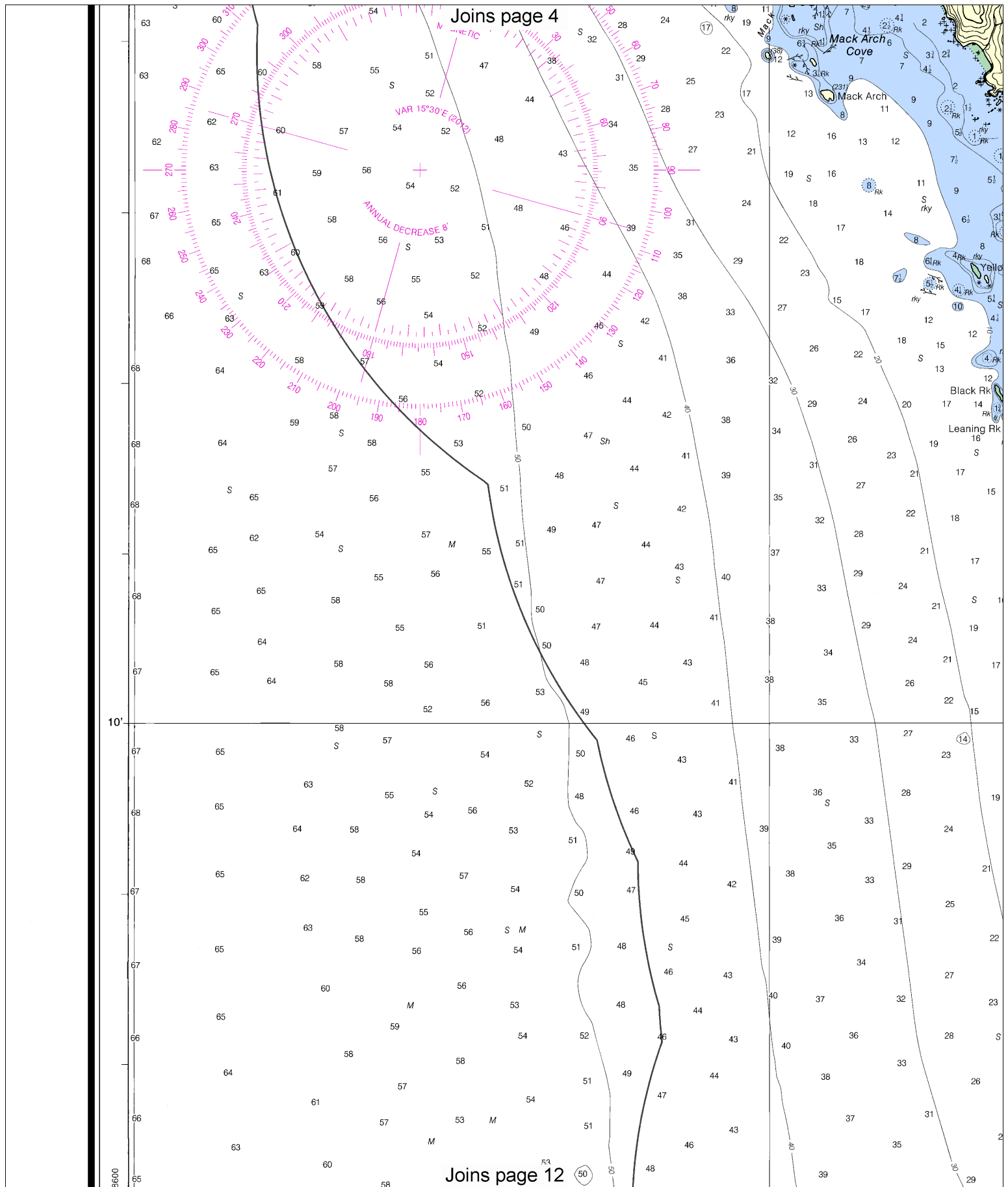
# SOUNDINGS IN FATHOMS

18602



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

7



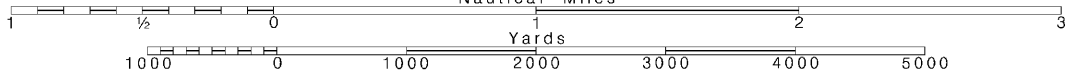
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Note: Chart grid lines are aligned with true north.

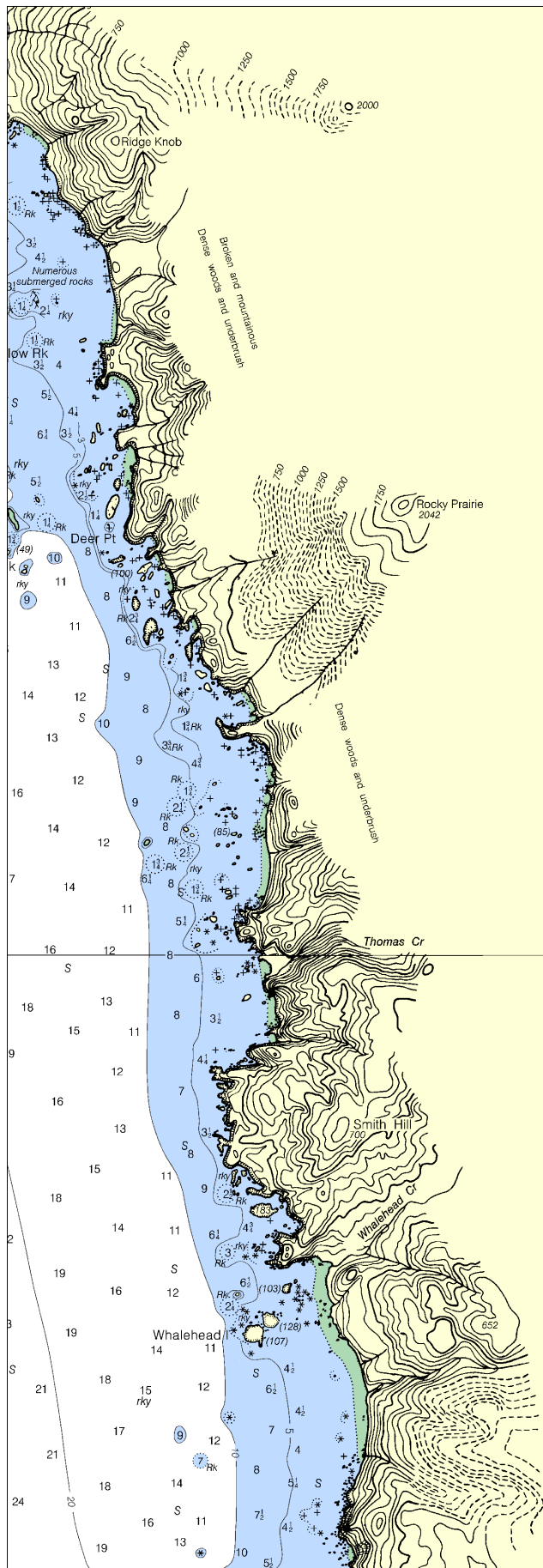
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Nautical Miles

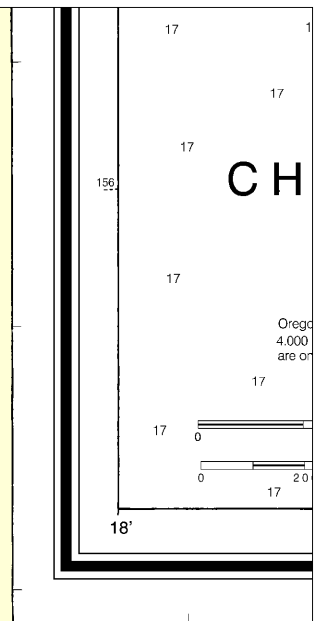
See Note on page 5.







Joins page 5



Joins page 10

Bush Mound



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST  
OREGON - CALIFORNIA

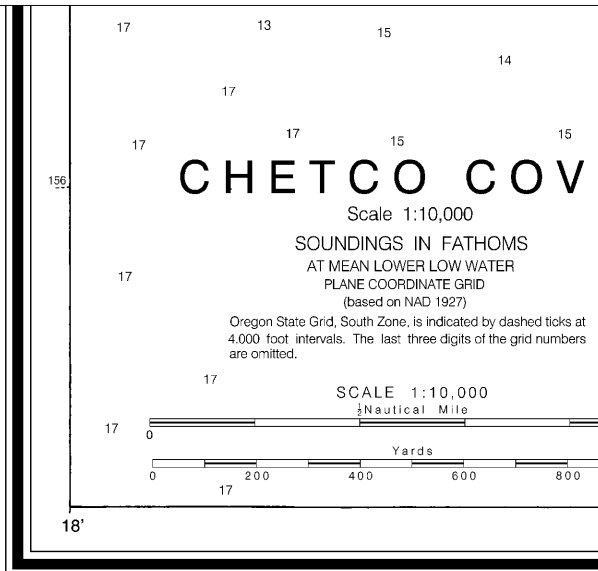
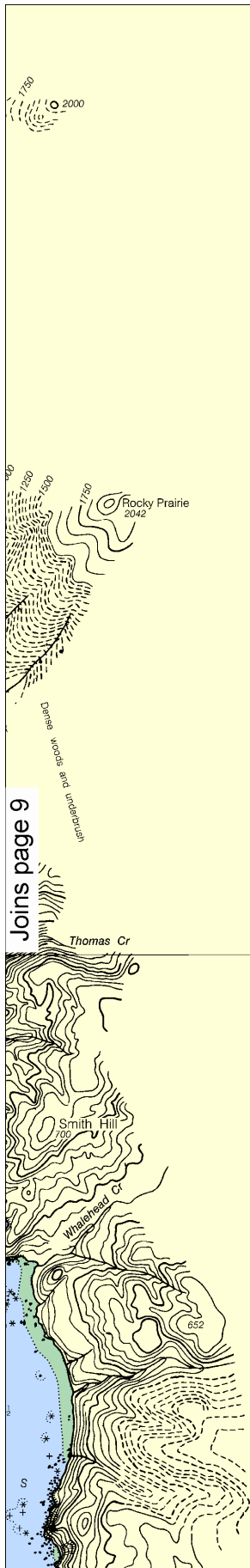
# PYRAMID POINT TO CAPE SEBASTIAN

Mercator Projection  
Scale 1:40,000

North American Datum of 1983

Joins page 13

Joins page 6



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST  
OREGON - CALIFORNIA

# PYRAMID POINT TO CAPE SEBASTIAN

Mercator Projection  
Scale 1:40,000

Joins page 14

American Datum of 1983

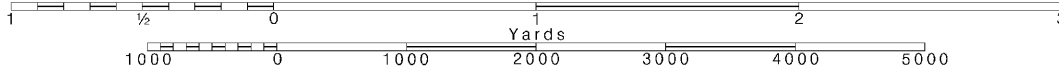
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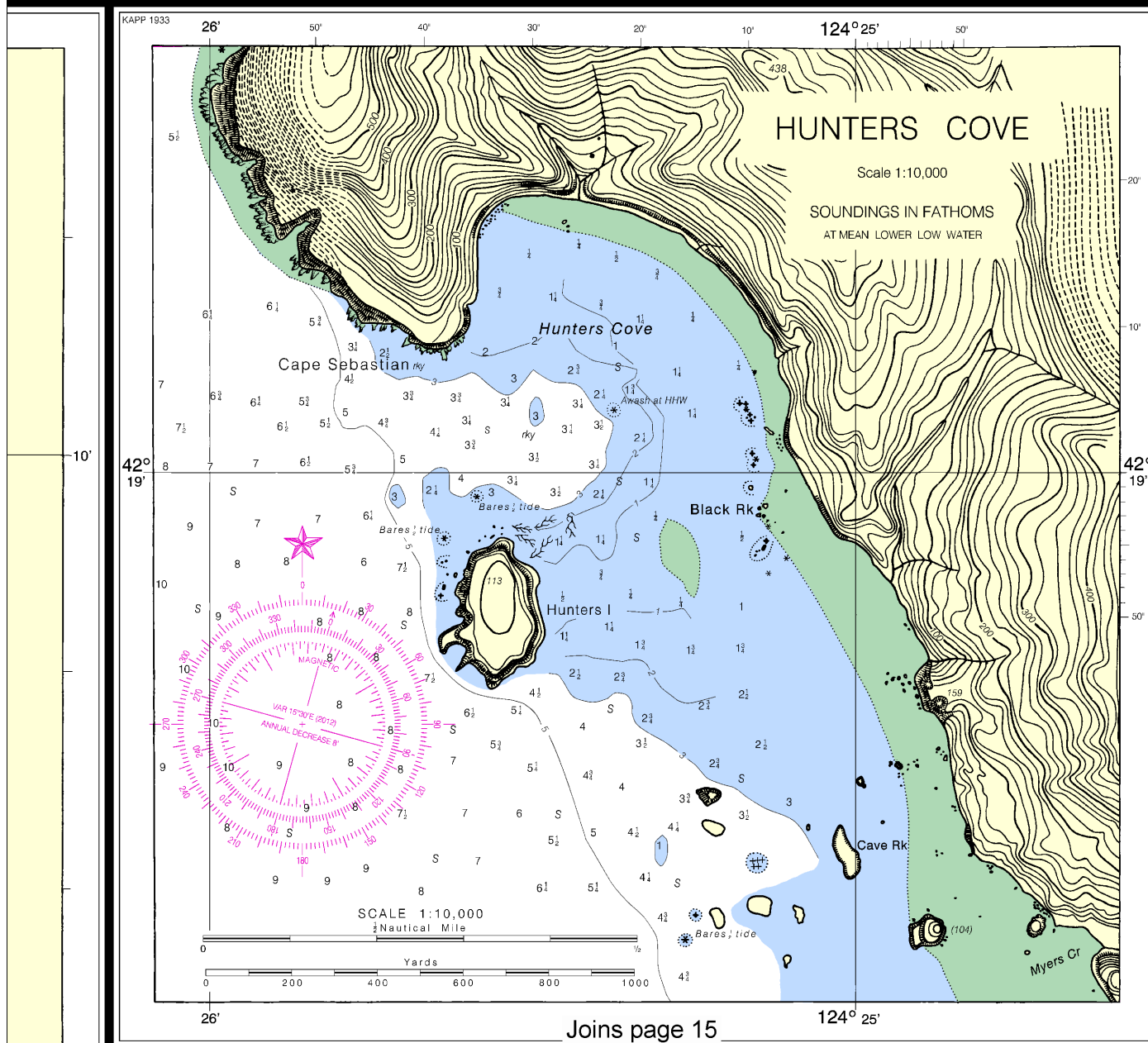
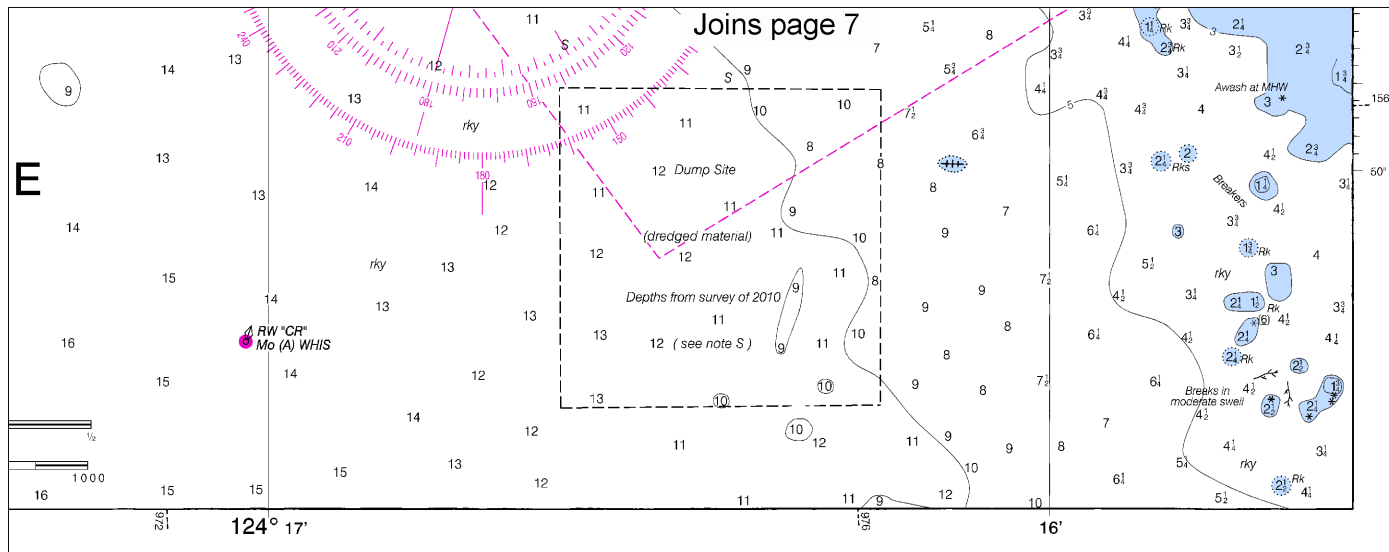
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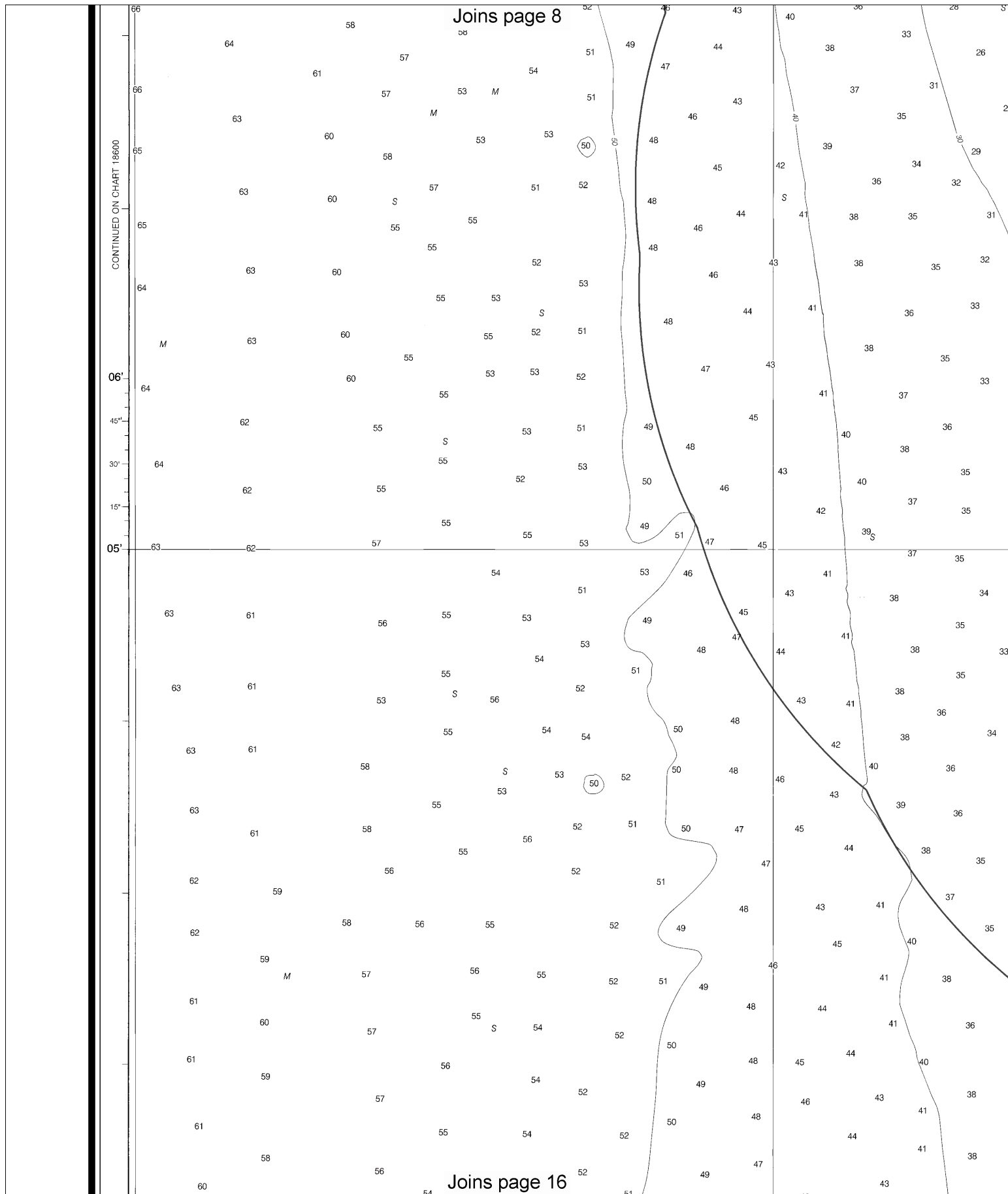
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.





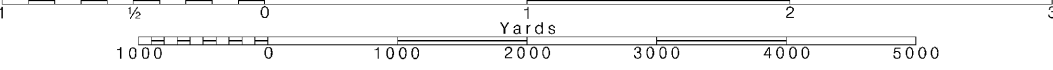


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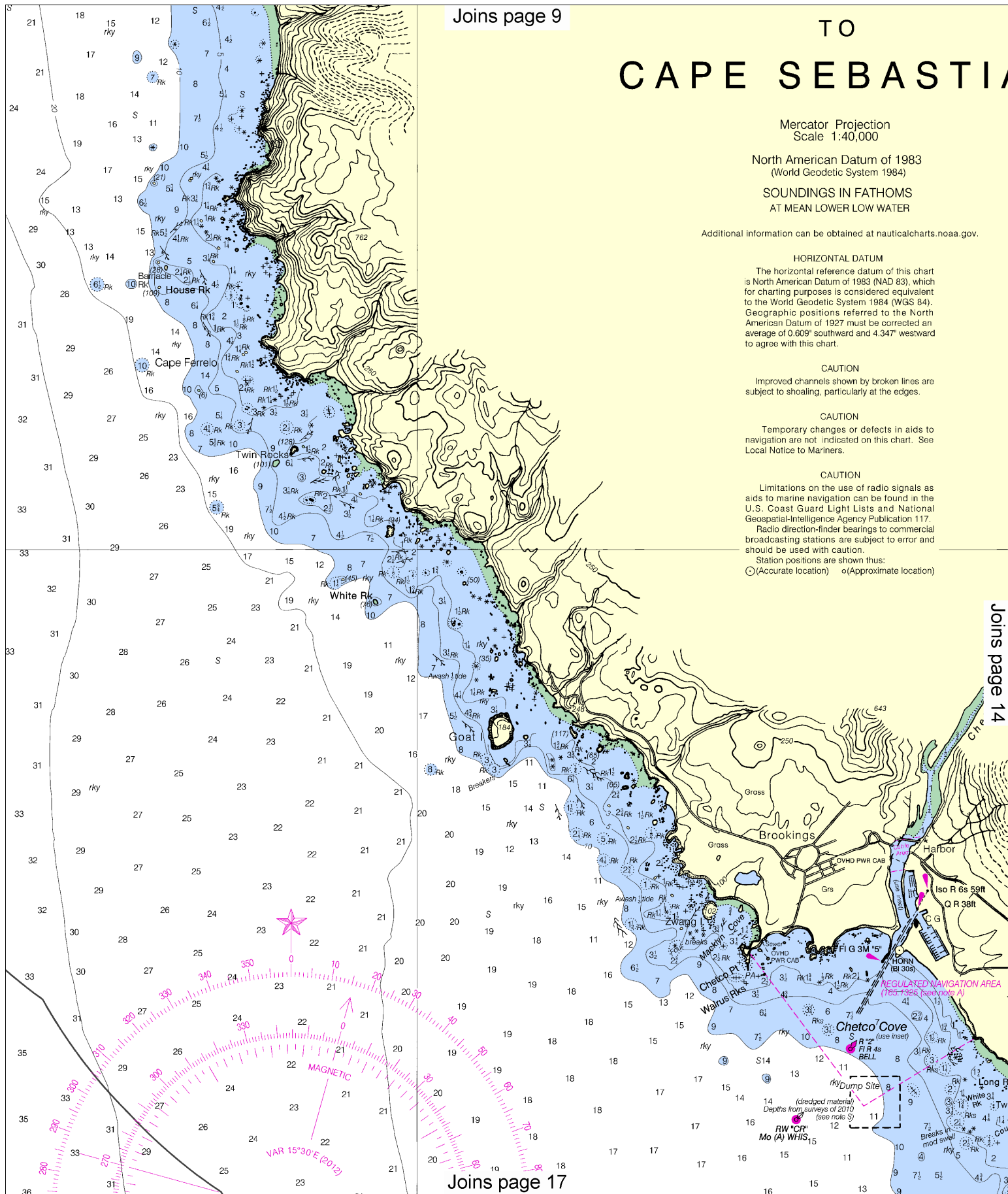
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Joins page 9

# TO CAPE SEBASTIAN

Mercator Projection  
Scale 1:40,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

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## CAUTION

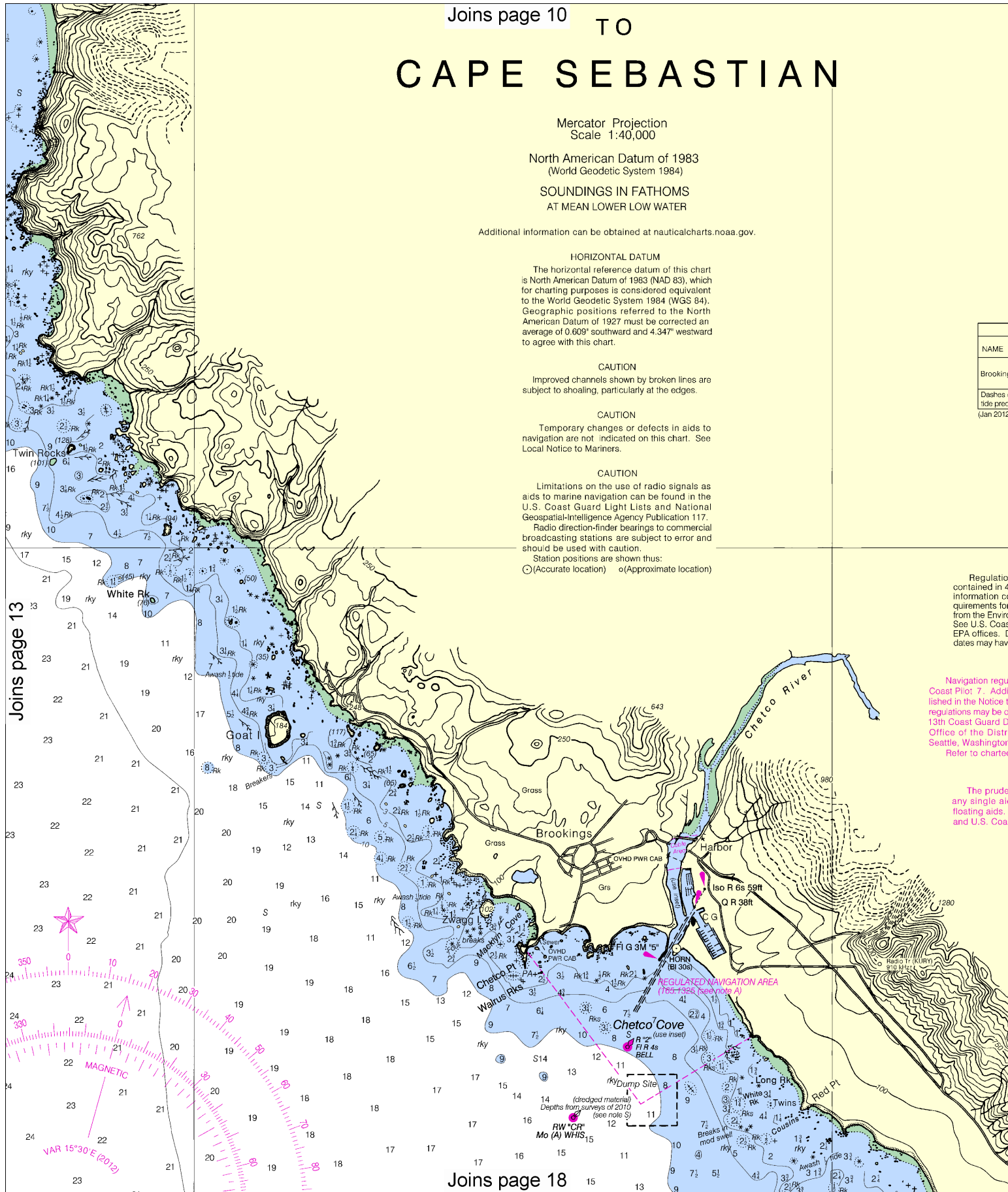
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◌ (Approximate location)

Joins page 14

Joins page 17



Joins page 10

TO

# CAPE SEBASTIAN

Mercator Projection  
Scale 1:40,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
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○ (Accurate location)    ◐ (Approximate location)

NAME

Brookings

Dashes

title prec

(Jan 2012)

Regulation contained in 4 information requirements for from the Envir See U.S. Coast EPA offices. Dates may hav

Navigation regu Coast Pilot 7. Add lished in the Notice regulations may be d 13th Coast Guard Office of the Distr Seattle, Washington Refer to charte

The prude any single aid floating aids. and U.S. Coa

Joins page 18

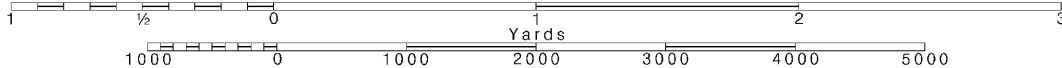
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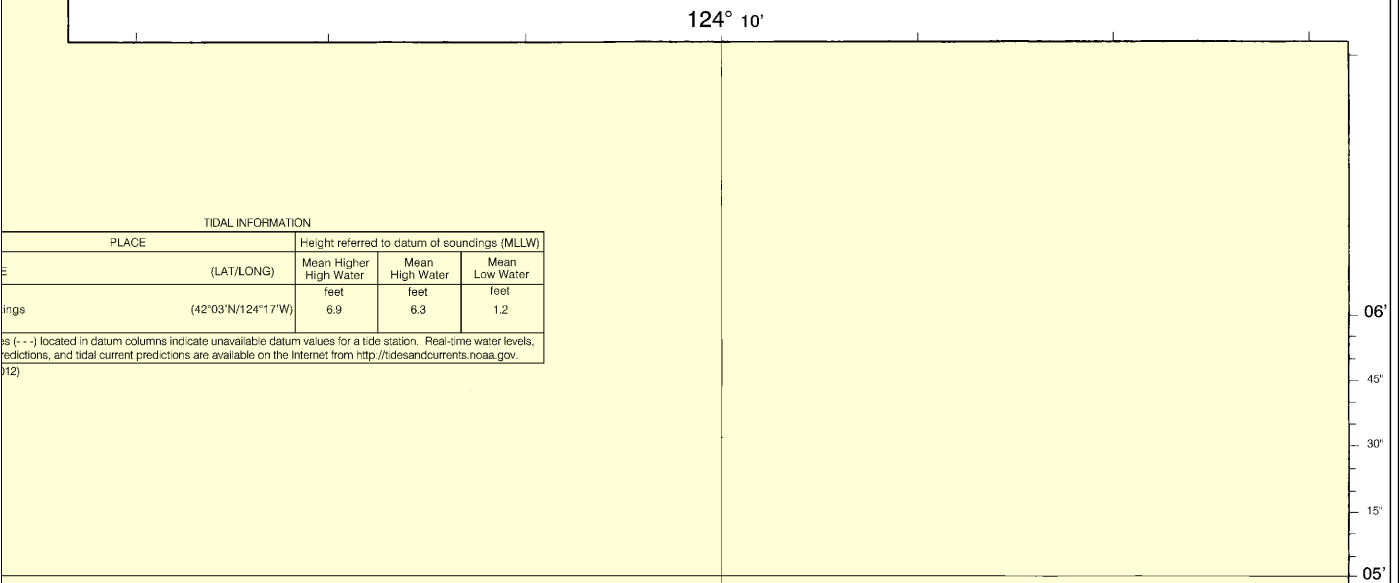
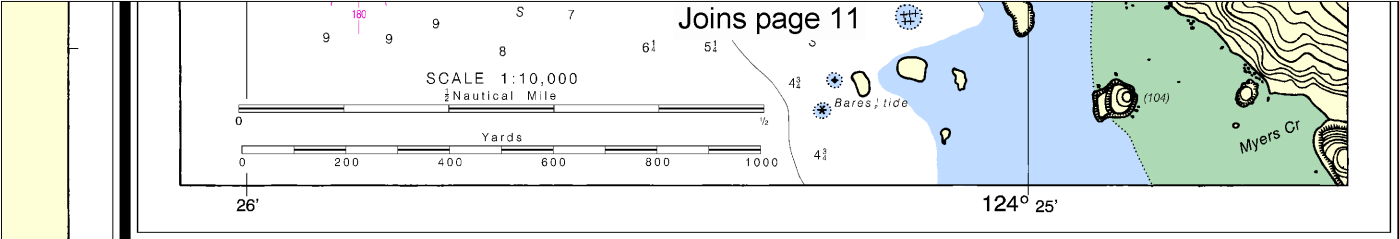
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





TIDAL INFORMATION				
PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
ings	(42°03'N/124°17'W)	6.9	6.3	1.2

ts (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

**NOTE S**

tions for Ocean Dumping Sites are 40 CFR, Parts 220-229. Additional concerning the regulations and re-use of the sites may be obtained from the Environmental Protection Agency (EPA). Last Pilots appendix for addresses of Dumping subsequent to the survey have reduced the depths shown.

**NOTE A**

ulations are published in Chapter 2, U.S. editions or revisions to Chapter 2 are published to Mariners. Information concerning the obtained at the Office of the Commander, District in Seattle, Washington or at the District Engineer, Corps of Engineers in on. ed regulation section numbers.

**WARNING**

dent mariner will not rely solely on aid to navigation, particularly on s. See U.S. Coast Guard Light List Last Pilot for details.

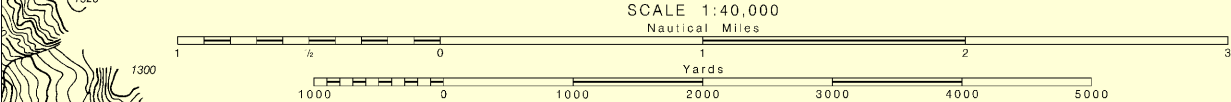
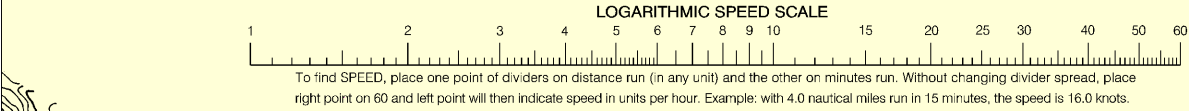
- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)
- Aids to Navigation (lights are white unless otherwise indicated):
- |                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N run                  | Rot rotating       |
| B black           | iso isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VO very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |
- Bottom characteristics:**
- |              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Bld boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken    | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay      | Grs grass | M mud   | S sand      | sy sticky |
- Miscellaneous:**
- |                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstn obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |
- Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
- (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
- COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
- Demarcation lines are shown thus: ---

**HEIGHTS**

Heights in feet above Mean High Water.

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



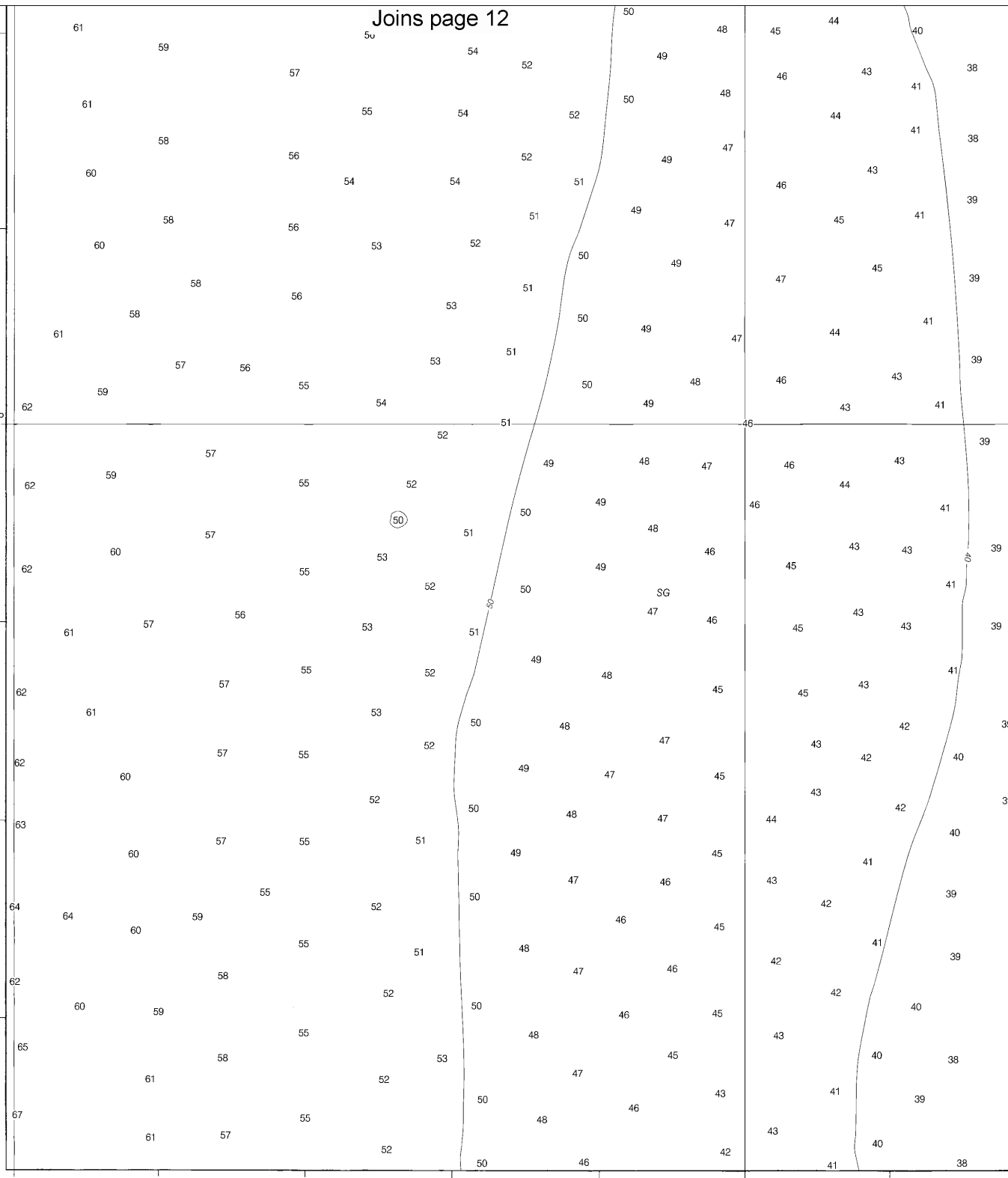
**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS T Joins page 19

Joins page 12

42°



124° 25'

CONTINUED ON CHART 18600

13th Ed., Feb. / 12 ■ Corrected through NM Feb. 25/12  
Corrected through LNM Feb. 14/12

18602

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOUNDINGS IN FATHOMS**

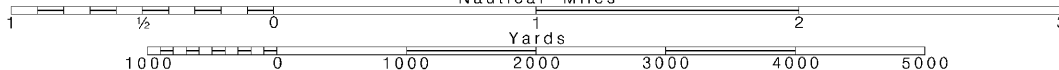
**16**

Note: Chart grid lines are aligned with true north.

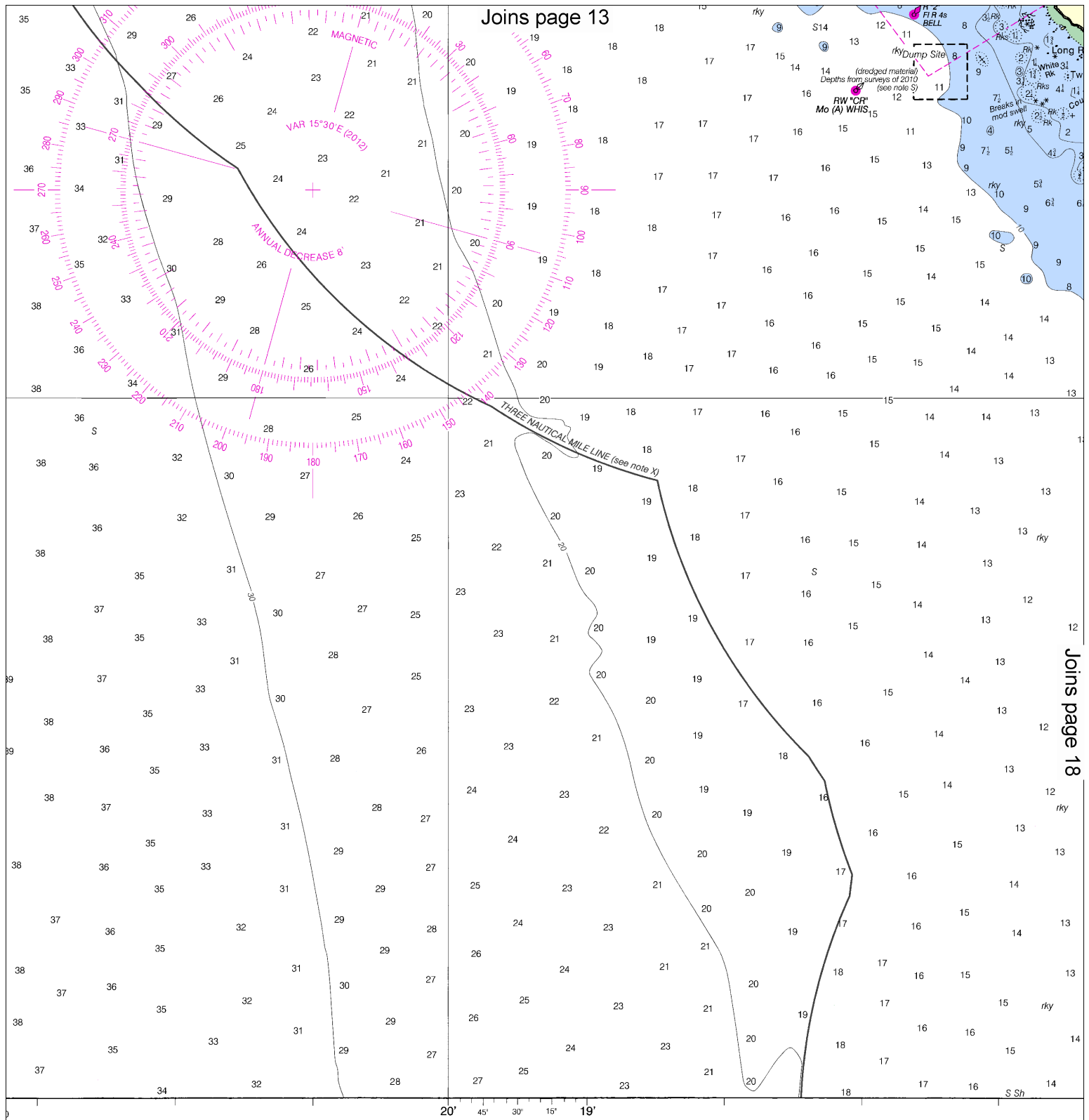
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







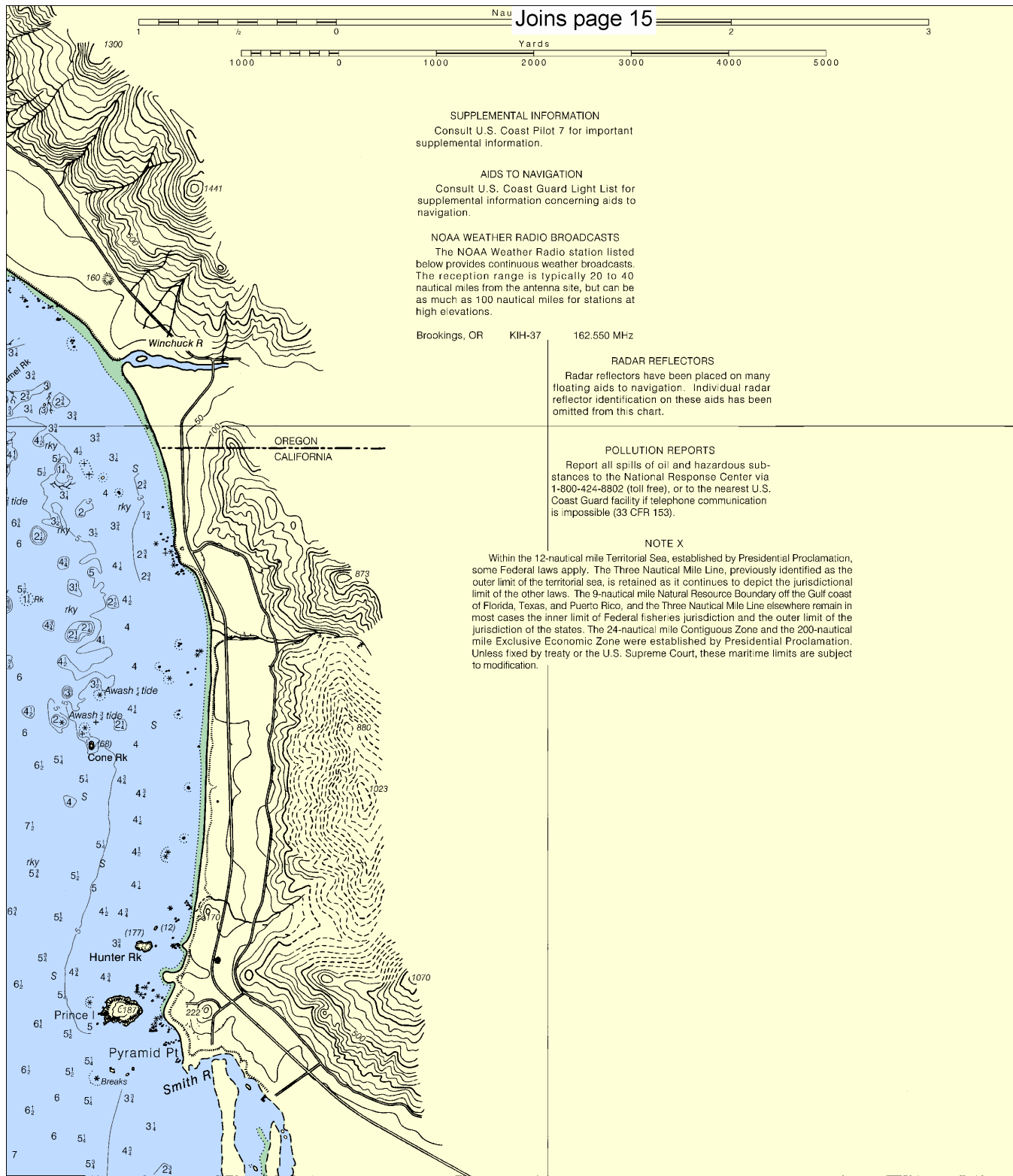
Joins page 13

Joins page 18

FATHOMS

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY





**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 7 for important supplemental information.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Brookings, OR KIH-37 162.550 MHz

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

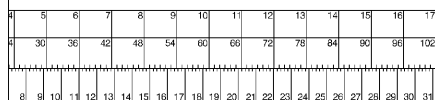
**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

42°

124° 10'

1077.5 X 801.3 mm



**Pyramid Point to Cape Sebastian**  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

**18602**

ED. NO. 13

NSN 7642014011637  
NGA REFERENCE NO. 18XHA18602



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

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Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
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Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker